

## RAILROAD PRESS AGENT.

Santa Fe Employees Newspaper Man  
to Handle Company News.

J. F. Jarrell, "press agent" of the Atchison, Topeka & Santa Fe Railway company, whose job embraces a wide range of activity, from writing up the company's side of the physical valuation question, to giving out news about the new village side tracks, says the newspapers along the line generally are inclined to be fair in their treatment of the railroads.

"The papers have printed some unfriendly comment about the railroads," Mr. Jarrell says, "but most of it is in the form of interviews of speeches given out by politicians. These contributions, coming from public men, are properly regarded by editors as legitimate news."

"In this strenuous age a politician called upon to 'say something' must come across with a hot one, or the public will have none of him. He does his best to make good with the committee on applause, and in this effort he has found the railroad question a fine field of operation. In his zeal to push ahead of his competitors in the race for fame, and not being hampered by facts, he has made charges against the railroads which are not true. The newspapers haven't the time to investigate these charges, so they credit them to the men who make them, and print them for what they are worth. The Santa Fe has undertaken to defend itself against false charges, that there may be a better understanding between the company and its patrons, the public. Papers that occasionally print unfair attacks made by politicians are, as a rule, willing to give the railroad company's side of the controversy. The Santa Fe is not disposed to bore the newspapers by rushing into print over every trivial thing said about the company, but it will exercise its right to make reply to false accusations which tend to place the road and its management in a bad light before the people."

"The public often forms an opinion of a phase of the railroad question by reading what the politicians have to say on the subject. When people see it in the paper, they set it down as so, unless the statement is questioned. Unfortunately, false charges against the railroads have not generally been questioned, with the result that there is prejudice against the railroads, without any desire on the part of the public to be prejudiced. People simply have drifted into a prejudiced condition by reading only one side of the case. The Santa Fe will try to remove any prejudice that has found its way into the minds of its patrons, by giving the other side. That's the idea President Ripley had when he started the Santa Fe bureau of publicity."

In addition to his work of giving publicity to the Santa Fe side of questions involving the company and the public, Mr. Jarrell has inaugurated a bulletin service for the distribution of Santa Fe news. He puts his stuff out in the form of short items, printed on slips, for the convenience of editors, whose readers are interested in Santa Fe affairs.

## COST OF BAD ROADS.

"A Country Missourian," writing to the Kansas City Star, calls attention to the difference in the cost of transportation by rail and by the public highway. A freight shipment of 125 miles to Sedalia on the railroad cost less than the six mile haul to the farm from Sedalia. It cost more to haul a wagon load of wheat from the farm to the railroad than it does to haul it to the market after it reaches the railroad. And it costs just twice as much to haul it to the market over bad roads as it costs to haul it over good roads. Farmers of the middle west should begin a movement for the regulation of freight charges over the country highways.—Stock Yards Journal.

## FEW RAILROAD LAW SUITS.

J. D. M. Hamilton, claim attorney for the Santa Fe, has made a report that during the fiscal year ending June 30, 1916, only 94 personal injury cases were filed against the Atchison lines proper, including 6,000 miles. Only 18 damage suits were started during the year on account of death or injury to livestock, eight on account of fire and sixteen classed as miscellaneous. Mr. Hamilton's department received during the year 12,975 claims, 10,677 of which were adjusted out of court. There were 264 claims as a result of the high waters at Pomona, Kans., in 1909, mostly for loss of baggage when a train was derailed.

## NEW SANTA FE HOSPITAL.

The Santa Fe needs a new hospital, and the officials have decided to build it early in the new year. Mulvane, Newton, Arkansas City and Wellington are candidates for the location. The committee whose duty it is to select the site probably will make an announcement this month.

## RAILROAD PAY IN FRANCE.

Railroad employees in France are striking for an increase in pay, from sixty cents a day, the compensation they now receive, to one dollar a day. It is not likely that any American railroad man desires to move to France.

## PAWNEE ROCK.

From The Herald.

W. M. Armstrong has disposed of his grocery stock to D. R. Logan, and will in the future handle hardware, harness and implements.

Harry Hanes left Wednesday for Waterloo, Ind., where Mrs. Hanes and children have been visiting for some time. He will remain for a few weeks and they will return with him.

At the meeting of the Cemetery Association which was held at the school house last Saturday, A. Dring was elected to succeed M. E. Heynes as treasurer and E. Logan was elected to succeed I. T. Gantley as president.

Miss Mable Mignis, of Bogard, Mo., and Clyde Glaze of our city, were united in marriage at the home of the bride's parents, near Bogard, Wednesday morning, December 14, at 9 o'clock, and arrived in our city Saturday evening. Clyde is a prosperous young farmer of this community and has a host of friends who join us in extending congratulations and wishing he and his bride a happy and prosperous life. They will be at home to their friends after January 1st on the Bowman ranch, a few miles west of town.

J. T. Kell this week sold his dry goods and grocery stock to a gentleman by the name of C. E. Edwards, of Ness City, who will arrive here Monday to invoice the stock, and will be all ready to take possession the first of the year. Mr. Kell will take life easy for some time at least, and for the future he announces no intentions. During his business stay in our city he has enjoyed a splendid trade which he has built up by safe business methods and fair dealing, and should he decide to enter other business here or elsewhere he will doubtless make a success of it. He informs us that he will continue to make Pawnee Rock his home. Mr. Edwards, we are informed, is a

man of business qualities, having been engaged in business for several years and we predict success for him in our city. He will continue the business at the same old stand, having rented the building of Mr. Kell.

## MILLIONS OF LIVES.

An Awful Toll Collected by Consumption. Many Unnecessary Deaths.

If people could only understand that systematic catarrh is an internal disease that external applications cannot cure, they would not need to be warned so often about this malady, which, when neglected, paves the way oftentimes for consumption, at the cost of millions of lives every year. Yet catarrh may be cured, if the right treatment is employed.

The only way to successfully treat catarrh is by employing a medicine which is absorbed and carried by the blood to all parts of the system, so that the mucous membrane or internal lining of the body is toned up and made capable of resisting the infection and other diseases.

We have a remedy prepared from the prescription of a physician who for thirty years studied and made catarrh a specialty, and whose record was a patient restored to health in every case where his treatment was follow-

WE THANK YOU for the nice business you have given us during 1916 and hope to deserve a larger patronage during the coming year.

ARTHUR E. TAYLOR & CO.

ed as prescribed. That remedy is Rexall Muc-Tone. We are so positive that it will completely overcome catarrh in all its various forms, whether acute or chronic that we promise to return every penny paid us for the medicine in every case where it fails or for any reason does not satisfy the user.

We want you to try Rexall Muc-Tone on our recommendation and guarantee. We are right here where you live, and you do not contract any obligation or risk when you try Rexall Muc-Tone on our guarantee. We have Rexall Muc-Tone in two sizes, 50 cents and \$1.00. Very often the taking of one 50 cent bottle is sufficient to make a marked impression upon the case. Of course in chronic cases a longer treatment is necessary. The average in such cases is three \$1 bottles. Remember you can obtain Rexall Remedies in Great Bend only at our store—Hooper Drug Co.—The Rexall Store.

Ed Gwinn, who is attending the Agricultural College at Manhattan, is home for a holiday visit.

Broken Sizes Boys'  
Shoes \$2.50 for \$1.75  
—KRAUSE'S—

## ELLERWOOD.

From The Leader.

Mrs. Dantzmans is visiting relatives in the western part of the state.

Mrs. John Schulte and son, Jno., went to Hutchinson Tuesday, returning that evening.

Miss Hettie Koelsch left for Macksville the first of the week to visit her brother, Will, a few days.

Born—To Andrew Galliani and wife last Friday morning, an 8 pound baby girl.

Mrs. Hennis and daughter who have been visiting at the home of Ernest Voight returned to their home in Burrton Tuesday.

Mrs. Mary Sazig and children and Miss Francis Koelsch departed Sunday evening for their home in Denver.

Freel Wolf and family are in Kansas City spending the holidays with relatives.

Herman Johanning left Friday for Manchester, Okla., where he will make a week's visit at the home of his aunt, Mrs. H. Johanning.

Good oats for sale at Fair's Lumber Yard.

Mrs. W. R. Klindens visited with friends in Hutchinson the first of the week.

Mrs. Jessie Riley came in Wednesday from Valley Center for a visit with her father, J. A. Younkin, and other relatives.

Mr. and Mrs. J. H. Russell, of Gungell, Iowa, stopped off here on their way home from a trip to Arizona and visited a few days with W. S. Russell and wife, leaving for their home last Friday.

## City Property.

A good sized new house, in good location; will take in 2 or 3 good mares on this property, or will give easy terms. Several other good bargains in city property. Whitcomb & Werhahn. Phone 106.

## R. R. IMPROVEMENTS IN KANSAS

Santa Fe Has Work in Hand Costing Over a Million.

The Atchison, Topeka & Santa Fe Railway company has improvements under way in Kansas which will cost the company \$1,126,661.60. In Topeka the company is putting up four buildings which will cost the company \$448,963.75. These buildings are: The new general office building six stories, \$275,000; the new motive power office building, four stories \$92,900; a new coach paint shop, \$14,703.75; new oil house, \$36,360.

The Santa Fe has improvements in twenty-three other Kansas towns costing in the aggregate \$687,697.85. No item for maintenance of repairs is included, just new work. Following is the list:

Great Bend—New depot, \$16,590; track changes, \$3,403.50; Seventh street spur, \$7,070.56.

Kingman—New depot, \$12,390; track changes, \$3,694.28.

Stafford—New depot, \$11,875.50.

Wellington—Remodeling round house, \$42,306.78; new machine shop, \$9,580; new lavatory building, \$6,373.

Argentine—Seven additional tracks in yard, \$44,735.06; new round house, 27 stalls, \$89,790.

Soldiers Home, Leavenworth—New depot, joint with Missouri Pacific, \$9,900.

Lawrence—Paving, \$6,761.95.

Pauline—New frame depot, \$953.64.

Humboldt—New depot, \$10,000; changes in freight house and stock yards, \$10,529.

Cherryvale—New depot, \$13,200; freight house and track changes, \$21,785.

Wichita—Freight house facilities, transfer platforms, tracks and paving, \$78,325.

Burns—New frame depot, \$3,045.

Mulvane—New depot, \$12,973.45.

Little River—New frame depot, \$3,537.21.

Chanute—New freight house, \$35,265; reservoir for 131,831,000 gallons of water, 192 acres of right of way, \$45,476.

Newton—Remodeling general store, \$10,096.

Coffeyville—Yard changes, \$8,234.

Barnard—New frame depot, \$2,742.78.

Cedar Point—New frame depot, \$2,261.64.

Arkansas City—New roundhouse, \$25,387; remodeling depot, \$11,315.

Independence—New track, 6,895 feet, \$22,126.

Scott City—New wye track, \$4,773.50.

Emporia—New stock yards, \$50,000, just completed.

## MANY DEMONSTRATION TRAINS.

Santa Fe Active in Giving Out Information Valuable to Farmers.

The Atchison, Topeka & Santa Fe Railway company, by co-operating with the Kansas Agriculture college, is disseminating information of great value to the farmers of the state. This work is under the supervision of R. E. Wilson, industrial agent of the company, acting with J. M. Connell, general passenger agent. Mr. Connell sends out special trains carrying Mr. Wilson and a number of professors from the college who give lectures in the several towns.

Among the subjects discussed are scientific methods of farming, selection of seed, stock raising, dairying, and sugar beet growing, according to the needs of the community visited. The information, based on many experiments, is reliable.

Other important work done by the passenger department, through the industrial office, is the securing of data on business opportunities for the information of merchants, professional men and manufacturers regarding places where well directed efforts should meet with success.

## KOONTZ AND THE KID.

A spark from the harmony campaign comes to us in a story told by Frank Jarrell, publicity agent for the Santa Fe, at the expense of General Freight Agent Koontz.

Talk about homecomings—we had a genuine one at Independence, where my friend Mr. Koontz was brought up. They had a great reception for him. The decorations were profuse, and he sat as the guest of honor amid a great bank of flowers. Finally it came time for Mr. Koontz to make his speech. After talking at length on the pathetic subject of youth, he exclaimed with stretched arms: "Where, O where, are my childhood playmates?"

Deathlike silence reigned over the vast audience.

"Where, O where, are my childhood associates?" came the plaintive query in louder tones.

Again a moment of silence, when a kid away up in the gallery started the house by blurring out, "I his mister; where are they?"—Santa Fe Employees' Magazine.

## RECORD BREAKING SERVICE.

The Santa Fe filed a record breaking passenger train service with the Kansas state board of railroad commissioners on October 13, showing that during the month of September the company operated a total of 2,433 trains in Kansas and that only 62 of them were late. On the main line from Argentine to Newton 614 passenger trains were operated, with 4 on time and 210 late. From Newton to Wellington 124 trains were operated, and only 18 were late. From Newton to Arkansas City 185 trains were operated and 59 were late. Most of the late trains were but a minute or two late.

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